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RB/OSA

NRO REVIEW COMPLETED

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5 April 1963

MEMORANDUM FOR: Assistant Director, OSA
Deputy Assistant Director, OSA
SUBJECT : Summary of OSA Activities for Week Ending
3 April 1963

NRO

1. On 23 February 1963 Dr. Seville forwarded a memorandum to the Director, NRO requesting, (a) the transfer of two U-2 aircraft from the Air Forces to CIA, (b) the procurement of four J-75 engines for IDEALIST, and (c) the transfer of [redacted] to CIA in support of this program. However, as of this date, these requests have not be approved by the NRO.

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3. The NRO is interested in an improved search type satellite reconnaissance system, and desires the earliest comparative evaluation of the possibilities for development of such a system, which will be capable of large area coverage with ground resolution of six feet for target contrast of 2:1. Eugene Klefer and [redacted] are completing evaluation with the NRO and Air Force group this week. Evaluation will include the Itak proposal known as M-2 and all applicable variations of the [redacted] project.

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IDEALIST

1. On 27 March, the DD/R approved the Activity Program for three additional "B" Cameras from Kyntron Corporation in the amount of [redacted] and on 29 March he approved the Activity Program for a digital timing system for the IDEALIST aircraft totaling [redacted]

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OMCART

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1. The Director visited [] on 2 April 1963 where he witnessed launching of aircraft #124, toured the hangar, operations and [] building and was briefed by [] on status of pilot training and the FY 64 construction program plans.

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2. The Air Force has advised that a F-101F is available at Tyndall Air Force Base for transfer to our OMCART project for training purposes. [] and a crew chief from [] are enroute to accept the aircraft.

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3. OMCART aircraft status for the week ending 3 April is as follows: There are presently six A-12 aircraft [] although aircraft #123 and #124 are the only vehicles flying at this time. Aircraft #121 and 122 were grounded the better part of this period due to the necessity of incorporating a plumbing change in the J-58 engines, but it is anticipated that these two vehicles will be in commission 4 or 5 April. Aircraft #125 is currently out of commission while a pressurized nose, which can accommodate the ARC 50, is being installed; aircraft #126 is in the reassembly process. Both #125 and #126 are expected to be ready for flight test on approximately 15 May. The next A-12 aircraft to be delivered to [] will be #127 about 14 May.

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4. Eighteen J-58 engines have been delivered to the OMCART program. At the moment three of these engines are undergoing maintenance and overhaul at Hartford. Of the total of fifty-seven J-58 engines ordered, we anticipate delivery of four more in April.

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5. There are three ARC 50 sets at [] one each earmarked for aircraft #125, 126 and 127. We expect delivery of four more sets in April and eight sets in May. Three ARC 50 sets are currently available for installation in KC-135's, and four more will be available for KC 135 installation in April.

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6. In addition, thirteen full pressure suits, six seat pack kits, six parachutes, six oxygen cans and six timer cans are in stock at [redacted]

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7. [redacted] manning is in fairly good shape at this time with [redacted] positions and a proposed increase of [redacted] personnel. We may, however, shortly experience critical problem areas in the Flight Planning Section, Physiological and Personal Equipment, Control Center/Command Post, Supply, and POL in order to fulfill our operational staging demands by 1 September.

8. The major problem in the OXCART Program at this time is the propulsion system match. We now have a fair definition of the problem, and plan to increase the instrumentation in flight test aircraft in order to further define this problem. Our objective is to match precisely the three prime components of the propulsion system, namely, the airframe inlet, the engine itself, and the airframe ejector. At this time the OXCART vehicle has only a Mach 2.5 capability because of the noticeable ruffness in the flight upon reaching that speed, however, we hope to achieve a Mach 3.2 speed after solving this system match problem.

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10. Regarding the profile and fuel consumption problems, a brief check of the climb and cruise performance of the aircraft at the original full fuel weight of 117,000 lbs and with the original specification engines when compared with the latest raw engine data revealed very little change in overall performance. Although it is too early to predict any specifics on actual range, we can definitely say that the new thrust figures have brought our operational altitudes back to where they were originally, provided the aircraft has not grown too much in weight. The actual weight of the aircraft is next to impossible to ferret out.

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(Signed)

JOHN H. McNAUL
Chief, Program Staff
(Special Activities)

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